

Amendments to the Claims:

The listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claims 1.-6. (Cancelled)

Claim 7. (New) A method for operating the drive train of a motor vehicle, having a prime mover, an automatic transmission, a power divider actuated by external force and not power-shiftable, and at least one control device for activating the prime mover, the automatic transmission and the power divider; wherein:

a shift is executed by the control device in the presence of a shift requirement for the power divider;

before the commencement of the shift, the control device reduces torque at shifting members involved in the shift by interrupting the force flux between the prime mover and power divider, by the opening a clutch in the automatic transmission;

after completion of the shift, the control device restores the force flux by closing of said clutch and permitting a torque again at said shifting

members;

the motor vehicle has an activatable brake system;

the control device monitors at least one of i) speed of the motor vehicle and ii) variables derived from the vehicle speed during a shift of the power divider;

the control device activates the brake system as a function of the result of the monitoring; and,

in the presence of a shift requirement, the control device calculates a rotational speed of the prime mover after the shift and carries out a shift in the automatic transmission or suppresses the shift requirement as a function of the calculated rotational speed.

Claim 8. (New) The method as claimed in Claim 7, wherein the control device reduces an output torque of the prime mover during the shift, and permits an increase in the output torque after conclusion of the shift.

Claim 9. (New) The method as claimed in Claim 7, wherein if a false direction of travel is detected, the control device activates the brake system of the motor vehicle.

Claim 10. (New) The method as claimed in Claim 9, wherein said brake system causes a standstill of the motor vehicle.

Claim 11. (New) The method as claimed in Claim 7, wherein if one of i) a difference of the current speed from an initial speed at commencement of a shift, and ii) a speed gradient, overshoot limit values, the control device activates the brake system.

Claim 12. (New) The method as claimed in Claim 11, wherein the control device sets a constant differential speed or a constant speed gradient.

Claim 13. (New) The method as claimed in Claim 7, wherein:

the control device determines a permitted range of the rotational speed of the prime mover after the shift;

if the rotational speed can be brought into said range by means of a shift of the automatic transmission, a the shift of the automatic transmission and of the power divider is carried out; and

otherwise, a shift of the power divider is suppressed.